

## Abstract

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SUBJECT Automobile Plant at Kutaia

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50X1-HUM

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1. [redacted] the new automobile plant is located in the area west of Kutaisi (42°15'N/42°40'E) [redacted] the plant was about 5 km from the edge of the city. A railroad line, coming from Kutaisi, ran past the northeastern corner of the plant area. [redacted] the line led to Tskhaltubo (42°20'N/42°36'E). [redacted] There was a spur track from this railroad line to the plant. In 1949, workmen constructed a water ditch to supply the plant with water. Prior to that time water had been hauled in on railroad tank cars. Along the southern edge of the plant area was a well-surfaced road which [redacted] linked Kutaisi with Samtredia (42°11'N/42°23'E) and [redacted] with Poti (42°10'N/41°42'E). [redacted] there was a large commercial airfield south of this road, opposite the automobile plant. A military airfield was located east of the plant. [redacted] the name of the plant was Avtozavod Kutaisi. This name appeared on documents pertaining to consignments of machinery. The PWs generally referred to the plant as the Opel Plant. \*
2. [redacted] when construction work started, there were already some old, unused workshops in the plant area. [redacted] the buildings belonged to a ceramics plant which was not completed because of the war. [redacted] the construction of the automobile plant began in early 1949. By the end of 1949, most of the plant buildings were completed and were equipped, or being equipped, with machinery. The remaining plant installations were nearing completion at that time. [redacted] numerous pieces of machinery from the Opel Plant in Brandenburg/Havel (N 53/E 23) were installed in the plant. The machines were left in the open for some time and [redacted] were badly weatherbeaten. Parts had been removed from some of the machines to be used in repairing other machinery. The plant was to be affiliated with an automobile plant in Moscow and was to produce engines for automobiles and 3½-ton trucks. [redacted] the production of engines would start in early 1950 and the production of trucks in late 1950. [redacted] the entire plant would be completed by the end of 1950.
3. [redacted] the length of the entire construction site was 2,500 meters, from east to west. [redacted] the actual plant area measured 500 by 300 meters. The buildings which were completed, or were nearing completion, in October 1949 included an engine department with a machine shop, an assembly line

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and test stands; a vehicle department with a machine shop, a body-building shop, a chassis-building shop and an assembly line; a large foundry for iron, steel, nonferrous metal, and light metal casting; a pressing department; a forging department; a tool department; a small foundry for repair work; and a mechanical repair shop. The plant was supplied with electric power from an outside power plant, through a plant-owned transformer station. \*\*

4. Mass production of engines and trucks was not under way as of October 1949.

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\_\_\_\_\_ items produced in the plant in 1949 included water pumps, oil pumps, gasoline pumps, tilting devices for dump trucks and valves. \_\_\_\_\_ spare parts for trucks were produced. In addition, trucks were repaired. The production of engines and trucks was not to be started until 1950. No incoming shipments of raw materials or truck parts were observed. \_\_\_\_\_ the scheduled future production of the plant. \*\*\*

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5. \_\_\_\_\_ only about 600 Soviet workers and 50 German PWs were employed in production departments in October 1949. The Soviet employees worked in three shifts and the PWs worked one shift. About 5,000 Soviet laborers and PWs worked on the construction of the plant, working in one shift. \_\_\_\_\_ a few German specialists were forced to work in the production departments.

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6. The entire plant area was surrounded by a temporary wire fence and the actual workshop/area was surrounded by a wooden fence, three meters high with watchtowers. The plant was protected by armed guards.

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\* \_\_\_\_\_ Comment. For location sketch of the plant, see Annex 1, \_\_\_\_\_

\_\_\_\_\_ The location of the plant indicates that the installation is probably the former aircraft plant near Kutaisi, which is known from previous reports. The construction of this aircraft plant was started during the war, but was suddenly discontinued and not resumed.

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\*\* \_\_\_\_\_ Comment. For layout sketch of the plant, see Annex 2, \_\_\_\_\_

\_\_\_\_\_ From other information, it is known that the plant area covers 550 acres. It is believed that this plant obtains power from the Rion GES hydroelectric power plant which, according to available information, has an installed capacity of 46,000 kw and supplies the industries of Kutaisi, the coal mines of Tkvibuli (42°22'N/42°59'E), and the manganese ore mines of Chiatura (42°19'N/43°18'E).

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\*\*\* \_\_\_\_\_ Comment. From other information, it is known that the plant at Kutaisi produces 3.5-ton trucks of the ZIS-150 model of the Moscow Stalin Automobile Plant, under the plant initials KAZ, which stand for Kutaiskiy Avto-Zavod. As early as 1940, the plant started manufacturing small quantities of parts for ZIS-150 trucks and tractors. In 1949, the plant was to start producing engines to be shipped to the new automobile plant at Dnepropetrovsk (48°27'N/34°59'E) which was to begin assembling ZIS-150 trucks in the same year. In 1950, the plant at Kutaisi was to start producing KAZ trucks at a rate of 15,000 that year. The final capacity of the plant was to be 30,000 trucks per year. However, because of delays in the plant construction program, the delivery of engines made by the plant was delayed until 1950 and the delivery of trucks was delayed until the spring of 1951.

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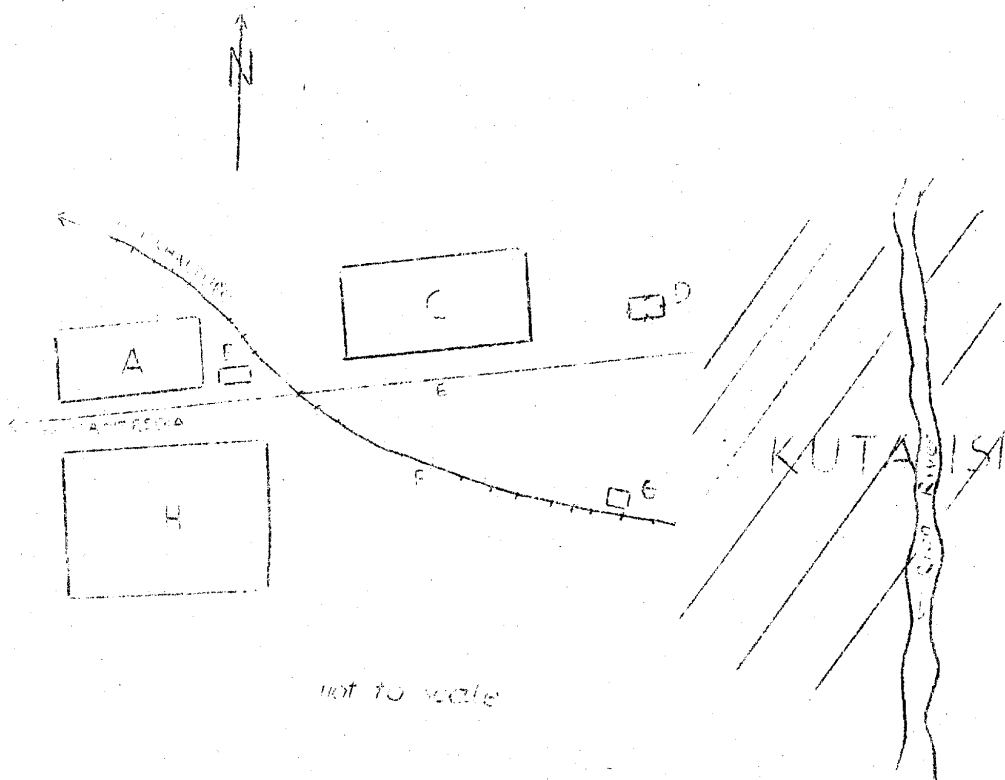
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attachment 1

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Automobile Plant west of Kutaisi, Georgian S.S.R.



Legend: See next page

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Attachment 1

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Legend:

- A. Automobile plant.
- B. Garden area.
- C. Military airfield.
- D. P/I camp.
- E. Road to Santredia.
- F. Railroad line.
- G. Kutaisi railroad station.
- H. Commercial airfield.

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Attachment 2

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## Legend:

1. Garages of the plant-owned motor pool which, [redacted] had 35 trucks. 50X1-HUM
2. Water tower.
3. Transformer station.
4. Shops for the assembly of steel sections for plant construction.
5. Storage site for building materials.
6. Warehouse and loading ramp, still partly under construction as of October 1949.
7. Workshop, for undetermined purpose, under construction. Only the outer walls were erected by October 1949.
8. Main workshop building for the construction of engines, gears, chassis, and bodies. The northern section of the building was still under construction in October 1949. This building was also to be used for the final assembly of engines and trucks on assembly lines and for testing engines. [redacted] large presses for body construction installed in the building. 50X1-HUM  
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9. Large foundry for iron, steel, nonferrous metal and light metal casting. The installation of balloon-shaped devices (sic) was observed. [redacted] the foundry had 17 sheet-metal chimneys, with diameters of from 70 to 150 cm. 50X1-HUM  
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10. Small foundry and machine shop for repair work.
11. Plant building under construction. [redacted] this was to be a boiler house, but gave no reasons for this assumption. 50X1-HUM
12. Tool department, machine shop and hardening shop. Part of the building was still under construction in October 1949. [redacted] the building housed 100 machine tools, including lathes of various sizes, boring and turning mills, milling and planing machines, and boring machines. 50X1-HUM
13. Forge, pressing and punching shop.
14. Plant school and apprentices' workshop.
15. Plant entrances and guardhouses.
16. Water ditches. The northern one was still being dug in October 1949.
17. Plant roads.
18. Railroad tracks.
19. Wire fence. The exact location of the board fence which enclosed buildings Nos 6 to 13 [redacted] 50X1-HUM

The sections of the buildings marked with cross lines housed offices.

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Attachment 2

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